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And it Came to Pass...

By Paul Draper

I have had such gloomy and doom laden matters to write about of late I thought I would start off this month with a short story. There you are, out for a nice walk on a sunny Sunday afternoon with your grandchildren, when one of them asks "Granddad, what is that rubbish over there in the field?" "Well, young man", you reply, "that used to be an airfield until a few years ago and that rubbish is the remains of a small aircraft. This airfield used to be a very busy place with small planes coming and going and many people employed training pilots and engineers looking after the planes. But then some supposedly clever people in control of what we can do, decided to start charging the owners of the aircraft just to fly in the air; the same as if they charged you and me to walk, as we are now, or sailors to sail in the lakes or seas. So the owners of the aircraft decided 'enough is enough', for most could not continue to pay for their pastimes, could not sell their aircraft because no others could afford it either and just left them to rot, as you can see. Now there are many airfields like this that have gone to rack and ruin; isn't it a shame? Where will all the pilots needed to fly us all on business and holiday be able to learn to fly?" And the young man responded with "Didn't the owners of the planes tell the clever people that would happen?"

Well, sobering thoughts, and yes the owners of the planes have been telling the clever people that would happen, but they don't seem to be listening!

SES Charging Forum

Now back to reality. IAOPA, GASCo, PFA and I were the only general aviation (GA) representatives who spoke at the final Single European Sky (SES) Charging Forum in Brussels on October 7th. We understand there were a couple more there from GA including

Europe Air Sports but no voices heard. Perhaps it is not surprising there were so few present for most of the organisations are small, have to travel and stay overnight to attend such functions and that costs money they don't really have.

We had received all the papers leading up to the consultation response date of 17th September and of course not only had we submitted a PPL/IR Europe response but had urged many other organisations to do likewise; we had also emailed the membership to ask them to submit individual responses, and thank you to the approx fifty who did. Eurocontrol did refer to the "huge number" of responses received from GA so the effort did have some impact.

However, we were presented with the final draft of the rules only some thirty-six hours before the meeting; hardly time to consult with others! At the meeting we were told any amendments, if they were agreed, would be advised in the final report to the European Commission (EC) on 15th October i.e. seven days after the meeting and with no opportunity to further consult!

The problem seems to be that the EC has set the very tight timescale within which Eurocontrol have to deal. Why didn't Eurocontrol protest at this unrealistic period at the outset?

They have now agreed in the final draft that the previous charging scheme exemptions can apply but have left it to the individual States discretion as to whether they implement those exemptions; if they do, the State has to reimburse the ANSPs the equivalent costs. Despite the fact that operators in the UK pay the Government fuel duty and VAT mainly out of income already taxed, our Government will not do this. Accordingly there will be no exemption. This would all seem contrary to the spirit of a "single sky"! The UK "problem" is that the Air



Grumman and Citabria enjoying the view at the Sollas Beach fly in in September. See back page.

“ We were presented with the final draft of the rules only some 36 hours before the meeting ”

And it Came to Pass

Continued from Page 1

Navigation Service Providers (ANSPs) are privatised whereas most of the others in Europe are State owned; hence the French, for one, will probably just carry on as they are and not charge.

The DfT (the UK's Department for Transport) is, however, looking at how they might exempt en-route charges for certain airspace categories, e.g. D, F&G but have an annual charge for all airspace users. We forecast major problems as to how this would work e.g. N Reg a/c and FAA licence holders and one wonders how gliders, microlights etc would be treated.

Removal of Weight Factor

Also of concern is that it is proposed to amend the weight factor in the airways en-route charges (when they are applied) by excluding that factor; **our Deputy Chairman Roger Dunn calculates the cost would then be approx £1 per NM travelled to add some £135 per hour to our operating costs dependent upon our aircraft type!** Believe it or not, the DfT had proposed this amendment and do not see it creates a problem; they even said this was DfT policy and they had the support of the UK Aviation industry in putting it forward. We are asking them to withdraw that statement as it is patently incorrect! Even if light IFR is excluded from charges such change to a/c above 2 metric tons will increase their costs substantially and unreasonably.

There are also major issues on cross border matters i.e. what will happen when one flies from one State, which doesn't charge, to another which does? And how much will all this cost to administer; one shudders to think as that cost would feed back into the system which is why GA up to 2 metric tons was exempted initially!

Safety issues are also paramount and if the exemptions are not universally adopted much of the light IFR will inevitably move out of the system and fly IFR in uncontrolled airspace to avoid en-route charges; this will create a major safety degradation. This is yet another reason for proposing to the UK's CAA that they must install a Traffic Information System (TIS) at the radar heads (as in the USA) so that our Mode S transponders and Garmin / King GPS displays can use the TIS facility already built in to the expensive kit we have been forced to fit!

We are pressing the EC direct to keep the original exemptions, for aircraft up to 2 tonnes, and are submitting a paper to them which they say they will consider. In addition we have protested at the methodology of the consultation on the whole charging scheme with it being done in such an impossibly short

time plus the fact there have been no proper costed impact assessments; the ones prepared (and only presented just before the meeting) were a sham. The other representatives at the meeting (States, airlines, defence, airport operators, ANSPs) all have considerable issues of concern and many of these were aired. The EC representative at the Workshop seemed sympathetic to our problems in particular, but who knows how the EC will actually react. If matters proceed per the original timescale the next moves are:

- > 15th December - Single Sky committee working group
- > 16-17th December - Single Sky committee formal meeting (DfT and CAA are the only UK representatives with none from the industry)
- > 16th February 2005 - Formal Opinion of the committee
- > Spring 2005 - Commission decision and publication in the Official Journal of the EC (decision has to be a majority one).

AOPA, GASCo (on safety issues), PFA and a few other GA representatives plus me, will be meeting with the DfT to discuss how the scheme could possibly work, if finally adopted, to include GA; (I have also been asked by the Royal Aero Club to represent them.). DfT have to do a proper impact assessment on the issues of exemption and volumes of airspace and it will be better for us to be involved in that process rather than let them proceed in the dark! However, the DfT will not be calling the meeting until sometime in March next year when they have the views of NATS, CAA and MoD. Furthermore that will be post the decision to proceed having been taken by the EC in February and the Regulation being in effect; charging in whatever form will then commence from Spring 2006. We are pressing for a meeting now to attempt to get the DfT to forcefully present GA's views against the proposals at the Single Sky working group and Committee in mid December. We have to continue to try to amend these proposals before the February decision or the DfT will be forced into adopting them.

Question to the EC

We have also been able, via member Gordon Keymer and Euro MP Philip Bradbourn, to arrange a written question to the EC on the way in which the proposed regulations have been progressed. The aim is to have the process referred back so that a proper consultation can take place with fully costed impact assessments prepared before decisions are made.

Otherwise the grim fairy tale at the top may turn out to be true...



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Mode S is nearly history, what's next?

By David Bruford

Whether you are an aircraft owner that has taken the plunge and fitted Mode S or are still mulling over which unit to fit, this article will be of interest to you. Pilots too will enjoy the content, secure in the knowledge that the aircraft that they rent will soon be fitted out with more toys for them to master. In Eurocontrol parlance, Air Traffic Management (ATM) enhancements are items designed to augment flight safety and traffic flow while providing nothing more than a slight inconvenience to large commercial operators. At the same time, they offer life changing financial decision points to light aircraft owners. Note that at no stage does the report demean the position of GA by separating it from commercial operations. GA is set to receive all the benefits that befits our larger chums. I'm getting my RNP1 RNAV MASP on order right away.

On a more serious note, the following provides an insight into aircraft requirements envisaged by Eurocontrol and EASA up to 2015. For illustrative purposes, the ATM operational 'enhancements' are grouped into three separate steps - up to 2005; 2005 to 2010; and 2010 to 2015.

Step 1 (up to 2005)

The first period - the shorter term - will focus on the following strategic actions: Enhancement of ground based planning during all phases of flight, including better pre-flight planning, improved departure management, linear holding and improved arrival management; route structure and sector optimisation based on RNAV techniques and the introduction of RVSM; progressive improvement to surface movements control and airside capacity management at major airports.

Associated enabling changes to the

ground infrastructure will comprise:

ATM Systems:

- FDPS upgrades to support advanced data processing and flexible route operations
- progressive deployment of arrivals management tools at major airports
- improved surface management systems and procedures at major airports
- upgraded human-machine interfaces and controller work positions
- implementation of the Enhanced Tactical Flow Management System (ETFMS)
- initial introduction of system-wide information management techniques.

Communications:

- introduction of ATN data communications infrastructure
- introduction of mobile data communications at major airports to support departure clearances and ATIS
- upgrading of the ground communication environment to create a more cost-effective infrastructure
- introduction of 8.33 kHz spacing to create more RT channels.

Navigation:

- introduction of RVSM
- initial exploitation of satellite navigation.

Surveillance:

- introduction of Mode S enhanced surveillance in core area.

The accompanying avionics requirements, not necessarily for all users and all airspace, will be:

- Basic Area Navigation (B-RNAV) (RNP 5)
- RVSM MASPs (for all a/c wishing to fly above FL280)
- Mode S transponder (level 2 minimum)
- 8.33 kHz voice channel spacing (for all a/c wishing to fly in 8.33 airspace)
- ACAS II

- Multi-Mode Receiver (MMR) (optional)
- VHF Datalink (VDL), other mobile subnetwork(s)
- Aeronautical Telecommunications Network (ATN) (optional)
- ACARS (optional).

The combination of these changes is aimed at providing an estimated increase in capacity of up to 60% by 2005 when compared to 1995 levels, and a reduction in fuel burn per flight in the order of 3%, which will benefit both flight efficiency and environmental objectives. Also, there should be 15 to 30% reduction in ground movement emissions.

This first step involves complex changes (new AOCs and FDPS) in some areas, and still relies on classical control-sector organisations. Nevertheless, it should help to at least stabilise average unit costs. Safety levels will also benefit from the extended use of safety nets and the introduction of ACAS II.

Step 2 (2005 to 2010)

The period from 2005 to 2010 will see an acceleration of the integration of ATM information into other related information systems (AOCs, Airports, etc.) and the optimisation of the use of airspace and airport resources. Improved integration of the aircraft operator and ATM processes based around enhanced information systems and information management, together with increasing use of data communications links, will facilitate collaborative decision-making. The availability of more accurate trajectory and surveillance information passed in real-time, and the introduction of advanced computer support tools will provide better trajectory prediction and conflict avoidance planning. Suitably capable aircraft will be able to exercise autonomous separation under prescribed circumstances or in certain

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These changes will provide an estimated increase in capacity of up to 60% by 2005 compared to 1995 levels, and a reduction in fuel burn per flight in the order of 3%

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Compiled by
Nich Overend,
subeditor@pplir.org

Newly issued CAP 413 contains changes!

Well we'd be surprised if it didn't, but this one has a couple of biggies, so it's worth the download to check it out! Changes include a new simplified format for the reply to "Pass your message", as well as new phraseology for unattended aerodromes and a Safteycom frequency, for aerodromes without an assigned frequency. The CAA published the following press release:

New Safetycom Radio Frequency, 05 October 2004

The UK Civil Aviation Authority (CAA) has announced the introduction, from 11 November 2004, of a new radio frequency for use at aerodromes and airstrips in the UK where no specific VHF frequency is notified. This frequency is 135.475 MHz and will be known as 'SAFETYCOM'. SAFETYCOM is only to be used where there is no specific frequency notified. If a frequency is published for an aerodrome, pilots of radio-equipped aircraft must use that frequency even during out of hours operations. It must not be used prior to 11 November as the frequency is currently assigned to another user.

Head of the CAA's General Aviation Department, John Hills, said: "SAFETYCOM has been introduced as an aid to flight safety and following a suggestion from a general aviation magazine. It is provided to help in avoiding potential collisions between aircraft by allowing pilots to broadcast their intentions for flight safety purposes. It is expected to be a busy frequency, used in many different locations, and it is particularly important that transmissions on SAFETYCOM are concise and unambiguous and are not made beyond the height and range limits applying to the frequency. For the same reasons, SAFETYCOM is not to be used as a 'chat' frequency."

Pilots should also be aware that SAFETYCOM is not a UK equivalent of the UNICOM system used in the United States, and does not work in the same way. Procedures for use of the frequency are published in the recently amended CAP 413 Radiotelephony Manual Chapter 4 Section 6, the Aeronautical Information Publication GEN 3-4-5 and in an Aeronautical Information Circular (AIC) 103/2004 (Yellow 153).

As at all other times, pilots using SAFETYCOM must maintain their lookout and comply with the Rules of the Air, particularly those for avoiding aerial collisions, as other pilots in the vicinity may not be monitoring the same frequency. Pilots must also remember that there is no air traffic service associated with SAFETYCOM and that use of the frequency does not confer any right of way or mean that they are receiving a service.

John Hills added: "SAFETYCOM will be monitored by the CAA and its use reviewed a year after its introduction. Its continued provision will depend on the outcome of the review and any evidence of abuse may result in its withdrawal."

CAP 413 can be downloaded from the CAA website: <http://www.caa.co.uk/publications/publicationdetails.asp?id=247>

US Training Rules... Be prepared for delays!

The Transportation Security Administration (TSA) have implemented the much discussed rule regarding the background checking of non-US Citizens attending US flight schools for training. No matter whether the training is for FAA or JAA licenses or ratings, the \$130 checks must be applied for, and completed before training can commence. For people wishing to gain an aircraft license, the rule is currently in force. For those wishing to gain an additional rating for an existing license, the rule comes into force on December 20th. Any other activity, such as a flight review (BFR) does not fall under the rule. It is not known how long the checks are likely to take (depends how busy they get, I suppose), so apply early!



AOPA is still negotiating with the TSA about the rule, and the TSA is expected to ask Congress for permission to change some of the language, so things will probably change again soon!

A form for application for the background check can be got here: <https://www.flightschoolcandidates.gov/>.

AOPA have published their clarification on the rule which can be found here: http://www.aopa.org/tsa_rule/.

A cautionary tale of GPS misuse!

It sounds like a Homer Simpson moment, with a high "Doh!" factor, but yes, someone has tried it, and yes, they have died!

You can't use hand-held GPSs to fly instrument approaches!

OK, we don't have any GPS approaches in the UK currently anyway, (more's the pity) but let this be a cautionary tale for those flying elsewhere where they do.

The GPS in question was a PDA with GPS aviation navigation software and a GPS antenna. The pilot was an FAA instrument rated private pilot, with nearly 500 hours of total time, and over 100 hours of instrument time, flying a Cessna 172. The pilot was quite IFR current, having successfully completed a checkout in the aircraft including multiple IFR tasks the evening before the accident, with the certifying instructor even describing the pilot as "very competent". The Cessna was certified for IFR flight, but did not have a fixed approved IFR GPS.

On the day of the accident, the weather was described as overcast ceilings at 500 feet agl with 3 mile visibility. The pilot requested the GPS approach to Runway 21 at Mount Sterling, in Kentucky.

The approach was approved, and the pilot given the local altimeter settings, but he did not acknowledge the information.

From radar data, the pilot passed the intermediate approach fix 1 mile right of the approach-line, at 2,700 feet, and was 0.5 miles right of the final approach fix at 2,300. The minimum descent altitude between the two fixes is 2,600 on the chart, and the airplane impacted a tower, left of the approach-line at 1,350 feet shortly thereafter.

The cause of this accident was determined by the NTSB to be the failure of the pilot to follow the published approach procedure.

None of the handheld GPS units on the market are approved for primary navigation in IFR conditions, and the makers of the software used in the case above specifically state on their website that their system is not tested or approved for used as a primary flight instrument!

So endeth the cautionary tale!

FAA Special-Issue Medicals

Anyone flying N-Reg aircraft on an FAA ticket, who has a special issuance (SI) medical certificate, has probably had problems and delays in the past to get it renewed. Now, however, assuming that the condition is one of 20 specified by the FAA, and has not changed since the last issuance, a replacement SI Certificate can be issued by a standard Aviation Medical Examiner (AME) without reference to the FAA on the spot. This only applies to renewals however, first-time SA certificates still require FAA involvement.

For more details, and a list of the conditions covered under the new rules, go to the medical licensing section of the FAA website: <http://www.cami.jccbi.gov/aam-300/index.html>.

The list of conditions covered by the new rule can be found here: <http://www.cami.jccbi.gov/cgi-bin/Start/ASSIcoversheet.pdf>.

FAA changes standards for Instrument Ratings

On October 1st 2004, the FAA issued new practical test standards for the FAA Instrument Rating. Most of the changes address testing the use of electronic flight displays and IFR-certified GPS receivers.

AOPA have issued their own enhanced version of the document with colour-coded highlights and summaries.

You can obtain the AOPA document here: http://download.aopa.org/epilot/2004/aopa_explanation_pts_ir.pdf.

Are we at risk from no-frills services?

A report from The Guild of Air Traffic Controllers (GATCo) claims that new no-frills services starting up from small regional airports are flying in uncontrolled



airspace and poses a heightened risk of mid-air collisions!

Budget flights began flying out of Manston Airport (in Kent) at the start of September, and other hotspots mentioned include Birmingham, Coventry and Doncaster airports.

GATCo claim that as there is no controlled airspace linking either Birmingham or Coventry airports with the UK National Airway system near South Wales, these flights are at much higher risk than flights flying through controlled airspace from the minute they take off.

The CAA claims no oversight, and that they constantly review airspace. "If there is a safety requirement at one particular airport, we will introduce it. We have a legal requirement that all UK airspace users are treated equally – you cannot just shut off airspace."

The UK has one of the lowest rates of near misses in the world, and this figure is actually falling at a time when movements are increasing!

US Fuel may stop being cheap!

AOPA in the US is taking action to stop an increase in the price of aviation fuel, caused by a dispute about the international price of rice!

Apparently, the EU have raised the import tax on US rice above

the level allowed by world trade agreements, so they have decided to impose similar (45%) tariffs on EU produced tetraethyl lead (TEL), which is the octane-enhancing additive in 100LL avgas.

AOPA is opposing the new tariff because it will make avgas expensive for General Aviation in the US, whilst having no impact on EU nations.

Garmin G1000 recall woes!

OK, anyone with a brand-new Cessna, Mooney or Diamond with G1000 PFT, heads-up! Garmin have issued an **urgent notice** to owners of their glass cockpit system advising that the systems are now limited to VFR/Day Only use until they have been checked for some capacitors which may have been installed backwards. It's no laughing matter! No, really! :-)

The notice covers units labelled as part number GIA63 with serial numbers in the range 46901800 to 46902817. If you have one of these, contact your nearest Garmin dealer for further advice!

New runway incursion system in advance tests

The FAA has begun advanced testing of a new runway incursion system at Long Beach in California.

The system has sensors in key areas of the runway which cause PAPI lights to blink when an aircraft enters the runway for takeoff.

The system is aimed at preventing "Landover" accidents like the one which occurred recently between two Cessna aircraft in the US.

Forward Vision presents a GA version

Forward Vision has been building infrared based camera systems for military aircraft for quite a while, and has now produced a version for GA. The infrared camera can see through smoke,



haze and precipitation, and puts up an image on a monitor in the cockpit. The system is still pricey (at around \$20,000) but if you're trying to think of a Christmas present for that aircraft owner who has everything...More information: <http://forward-vision.net/>.

And more for the Christmas list...

If you are in the market for a new ELT (Emergency Locator Transmitter) in the near future then make sure you get one compatible with the 406MHz standard! It has been announced that the use of 121.5 MHz frequency for ELTs is to be phased out by 2009, and since most of these devices have a useful life of at least 10 years, there will probably be quite a lot of cheap ones not meeting the new standard being sold off shortly. The higher frequency is more reliable, and less prone to interference from TVs and other electronic devices. The National Oceanic and Atmospheric Administration said that the 406MHz signals can decrease rescue times by up to 6 hours! Unfortunately the new models are likely to cost about \$1000 dollars more than the old ones.



DIY Deutsches Lärmzeugnis

[or how to reduce your landing fees in Germany] By Alan South

“ German airports charge a scale of fees depending on how much a type of aircraft is quieter than the ICAO limit for that category of aircraft ”

If you've flown often to Germany, you may have experienced that sinking feeling when asked for your noise certificate or Lärmzeugnis. You hand over your CAA noise certificate, and the guy in ops gently shakes his head, whistles almost imperceptibly through his teeth and goes back to his calculator to work out your bill. Something doesn't feel right. And we all know when flying, that if something doesn't feel right, it's time to start doing something about it.

This article sets out to do just that. There's a good chance many of us are eligible for lower landing fees and don't know it, or don't know how to go about it. I've found a solution that's worked for me and I'm sharing it in the spirit that it might work for others. I'm not an expert, so apologies in advance for any errors in the details or if things don't quite apply in the same way for unusual types.

I'll start with the basic principle, and then go into a little technical detail – but only just enough, I promise – then I'll finish with the documentation to get you going.

1 The principle

The main principle is that Germany has chosen to apply a tighter national restriction than ICAO for propeller driven aircraft of less than 9 tonnes MTOW – which covers almost all the PPL/IR Europe fleet.

As a result, at most German airports the landing fees charged are dependent not just upon weight, but also upon noise. To be precise, German airports charge a scale of fees depending on how much a particular type of aircraft is quieter than the ICAO limit for that category of aircraft.

The problem when it comes to paying landing fees is that a CAA noise certificate merely says that the aircraft in question is within ICAO limits – but not by how much.

The end effect is that the operations office at the airport has to assume your aircraft is on the ICAO limit, which nearly always means you pay

the higher fees.

In the same way that there's a different rate per tonne for pretty much every airport, noise levels are also treated in different ways by different airports. It also appears that the exact treatment has changed in the last year or so.

The principle is the same, though – if you have a quieter type, and can demonstrate to the operations office that it is a quieter type, you will pay lower fees. In some instances this can be dramatic. I've had one instance where the landing fee was reduced by 70% by producing evidence of actual noise level for my PA-30. Many of the types flown by us PPL/IR holders do seem to be eligible for lower fees. Whilst landing fees in Germany are in many cases reasonable, not having the right paperwork somewhere like Tempelhof or Hamburg can get expensive.

A few years ago, AOPA Germany used to be able to provide suitable paperwork for a nominal fee. However, when I last enquired, they had stopped doing it – which led me to a little research which forms the basis of this article.

2 Technical background

In terms of aircraft noise, the master international standard is laid out in ICAO Annex 16. As you may imagine, much of the document is covering the complex – and often high stakes – issue of airliner noise. However, the document also defines noise limits for all aircraft, or more specifically the noise limit for a particular combination of airframe and engine and propeller and [sometimes] silencer. There's a big difference between a Reims Rocket and a C172 with a four-bladed prop and a two metre long silencer.

Noise measurement itself is quite tricky. Normally, the first step is to do everything possible to control the environment. One might, for example, put a dishwasher in an anechoic chamber and run it through

a standardised cycle to determine how noisy it is. Clearly, an aircraft poses additional difficulties in this respect and many papers can be found exploring the details.

For the practical purposes of this article, there are two processes. The relevant parts of ICAO Annex 16 are Chapter 6, section 6.3.1., or Chapter 10, section 10.4 a) or 10.4 b). Roughly speaking, the Chapter 6 measurement is “the old way”, and the Chapter 10 measurement is “the new way”, with the change happening in 1988. The two methods involve different measurement and different flying techniques, so noise levels by the different methods are not comparable.

My CAA noise certificate declares that my PA-30 has been proven at some time to be within this limit, and according to Chapter 6, as it was done quite a while ago.

However, the German authorities have also collated the actual noise measurements of a bewildering array of types and variants. The exact engine and propeller combination will have an effect on noise. This document – of which more later – runs currently to 274 pages, with about 12 aircraft listed per page – and these are just the aircraft with a MTOW less than 8618kg!

Your landing fee depends on how many dBA your aircraft was measured below ICAO Annex 16. How many dBA is needed to trigger a lower scale depends on whether your aircraft was measured according to Chapter 6 or Chapter 10, and which airport you've just landed at! Confused? Don't worry, it'll get simpler.

3 Producing the paperwork

In practice, it seems that the most complex charging structure has four bands: very quiet, quiet, ICAO limit, above ICAO limit. Some airports only charge in two bands, some three. Landing fee structure for quite a few of the larger German airports is documented in the AIP GEN 4.1, which may be downloaded from the

Airfield Updates

From Airfield Research Group



Aberporth, Wales Situated on the 2,500 sq miles of Cardigan Bay, the West Wales region has a long history of deploying and tracking target UAVs at the integrated MoD Range facilities of Aberporth and Llanbedr. Part of the former MoD airport has now been developed into the civilian West Wales airport. Against this back-drop, on the remaining part of the site, ParcAberporth is being developed by the Welsh Development Agency as a leading edge technology park.

Blackpool Airport, also known as Squires Gate, Lancashire is expected to have new owners, City Hopper Ltd (operators of Wolverhampton Airport) as it takes possession of the hitherto local council operated airport. One of the UK's smallest regional airports, in terms of passengers numbers, the airport's throughput in recent times has been boosted with the introduction of Ryanair Stansted flights, now twice on weekdays with single services on both Saturday and Sunday. Scheduled daily flights are also offered to Belfast, Dublin and the Isle of Man, as well as holiday charter services to various continental destinations. <http://www.blackpoolairport.com>.

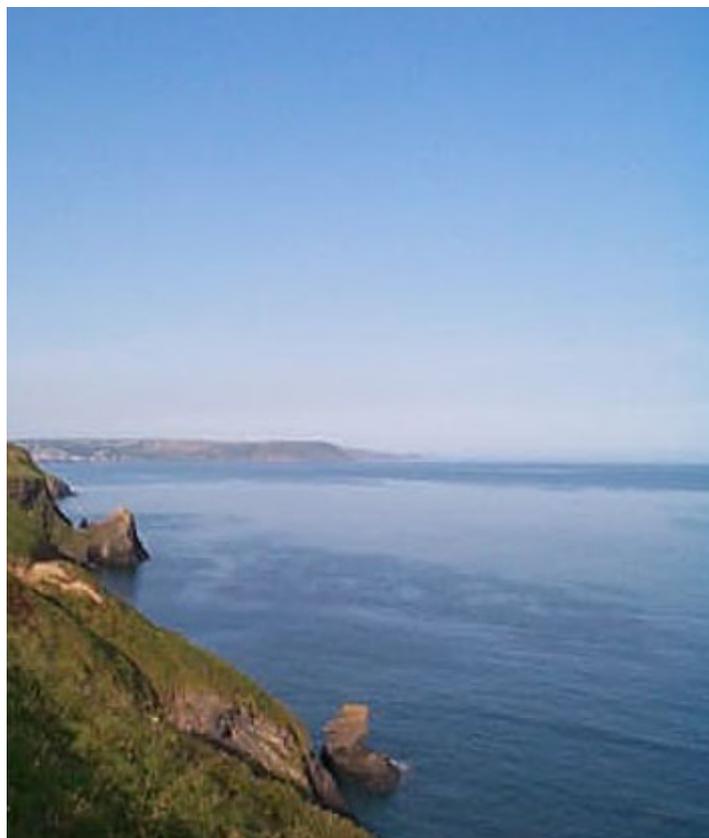
By spring of next year **Cardiff Airport** is to have its own railway station albeit about a mile-and-a-half from the actual terminal and linked by a dedicated bus service. The project, costing £17m, is now under way. Essentially an upgrade of the existing Bridgend-Cardiff line the project includes new stations at Rhoose and Llantwit Major, together with an extra platform at Bridgend. The track will be improved to allow trains to travel at higher speeds and consideration is being given to extending the hourly fast service from Cardiff to London to the new airport station. <http://www.cwl.aero>.

Coventry (Baginton), otherwise West Midlands International Airport, continues to function as the home of Thomsonfly (TUI). Warwick District Council has suspended an injunction requiring the airport to demolish a brand new passenger terminal effectively replacing one pulled down several years back. However, the brand new parking facility provided by the airport still cannot be used resulting in traffic having to use the narrow roads around Baginton village. Future looks assured following a decision by Warwick District Council not to appeal a decision by High Court judge Elizabeth Gloster who said the authority should never have pursued legal action in the first place. Whether the Council intends to co-operate now with airport operator TUI over detailed planning consent regarding the terminal building, and in particular the parking arrangements, remains to be seen. In the meantime Thomsonfly is now already operating to eleven European destinations and is expected to announce its winter programme shortly. <http://www.coventryairport.co.uk>.

At **Kemble** in Gloucestershire British GT Cup class front-runner DRM Racing is building a new circuit for corporate motor sport events and testing. The team, which runs a pair of Ferrari 360s, will use a 45-acre site on the airfield, where it will build a 15-mile circuit designed by driver Adam Wilcox.

Perranporth in Cornwall is still an active airfield; report to the tower you will get a friendly welcome. The tower itself was refurbished a few years ago but is essentially as original. All the runways and perimeter track are intact. Adjacent to the control tower is a memorial consisting of a two bladed Spitfire propeller mounted on top of a stone cairn. Various plaques are mounted on the cairn, the main one states "In memory of those who lost their lives flying from RAP Perranporth and to commemorate all those who served here from 1941-1945". Still in Cornwall, **Predannack** airfield is

Spectacular scenery of the West Wales coastline looking towards Aberporth. Photo <http://www.llangrannog.org.uk/>



used by Sea Kings from Culdrose for landing and manoeuvring practice. Runways and perimeter track substantially intact but the only remaining building appears to be the control tower. This has had a VCR added on top and is in its own fenced off area. Further down the county the disused St. Eval airfield is festooned with BT aerials but the entire perimeter can be driven around on public roads, some using sections of runway and perimeter track. All the hangars and most of the technical site are gone. Some domestic accommodation remains and the runways are intact. The parish church contains all manner of memorials and airfield related items.

At the tip of Cornwall, **St Just** airfield, also known as Land's End, is very active with a number of light aircraft plus scheduled services to the Scilly Isles using Islanders and Twin Otters. The airfield has a number of grass strips and the original pre-war terminal and hangar. The control tower is post-war and stands well above the other buildings. Still in Cornwall, **St Mawgan**, although not as busy as in the days of Shackletons and Nimrods this is still very much an active station and doubles as Newquay Airport. RAP Sea Kings appear to be the main users at the moment for SAR training. A rusty Sea King mock-up is on the old Trebuluze part of the airfield. The civil site on the Northern perimeter has a new terminal building and an arch-roofed hangar.

The operators of Wolverhampton Business Airport - **Halfpenny Green**, Staffordshire have applied for planning permission to build new runway on a different alignment to present main runway "without taking in any additional countryside".



Desirable Destinations 1 - Serajavo, Bosnia

By Cameron Aitken

This article traces the first trip flown by two intrepid Glasgow Flying Club members, Lennox Webb and myself who flew to Sarajevo in N187SA, a Piper Arrow II jointly owned by four members of the Glasgow Flying Club.

Pre flight planning for Bosnia consisted of visiting the Bosnian Ministry of Aviation web site which had some very nice photography of aeroplanes at Sarajevo Airport and a 60 page document on flight information that was largely unintelligible.

Nonetheless, we set off on Saturday June 28 loaded up with maps and plates. After stopping for fuel and breakfast at Norwich we carried on to Luxembourg, which is a large airport with seven or eight Jumbo jets lined up at the cargo hangar. The service was good and €25 covered our costs there.

The next leg was to Lintz that we had picked as a good location to cross the Alps, the tops to the south being mostly around 8,000ft. Lintz is a lovely location friendly and cheap. We found an excellent hotel nearby and had a good meal and a few beers. Sunday morning and the forecast for our intended routing over Ljublianna showed a large convective build up, the forecaster suggested a south westerly routing across the Alps at Villach.

The pass was clearly marked as a VFR route on the Austrian map but we were a little apprehensive about following a motorway with 9,000ft hills on either side. In the event we compromised we flew at 9,500ft and followed the pass from that altitude. Lennox was flying and I was handling the worry beads and keeping an eye on the mountain tops when suddenly the aircraft veered hard right. I looked up in terror to see that Lennox, having got bored with flying, was now taking photos of the Alps that at that point were above us. Things restored we got across the Italian FIR and into conversation with a military controller who seemed anxious about a danger area, we responded by asking for vectors. This seemed to do the trick, as we never heard from him again. Another 20 minutes we were across the Slovenian FIA and 10 minutes after that the Croatian. We now settled down flying low along the Dalmatian coast, breathtakingly beautiful, hundreds of islands and small villages.

We discovered that Croatia is an excellent general aviation destination with helpful

people and lots of airports with fuel at 1€/Litre. We first stopped at Zadar to see if we could get a VFR map but this proved impossible. Approach charts are easily obtainable in advance from <http://www.bhdca.gov.ba/terminal/lqsa.htm>. So in a manner that would make James Bond's Q proud, we got over the problem by using a digital camera to photograph the one on the AIS wall and downloaded it on to the laptop and once airborne used it to navigate down the coast to Split to prepare for our next leg into Bosnia.

At Split we filed IFR to Bosnia; the ground staff looked a bit surprised, although only it was only 100 miles away, no one, it seemed, had gone there before. However, the flight plan was accepted and off we climbed up to FL100. It was a cracking day and I was wondering why people had seemed surprised at our choice of destination. **"N187sa please confirm you have permission to land at Seravavo"** *"Umm, er, we have a flight plan for Sarajevo"*

No, apparently, that would not do. So back we flew to Split, landed, and headed off to the flight briefing room.

I would have settled to go back and do some sight-seeing around Split, but Lennox was determined; he asked to speak to the Minister of Aviation in Bosnia and surprisingly got through to his assistant. Eventually with great assistance from the local staff and having faxed every possible document; permission came through to land in Bosnia. That was only half the battle. We had to go through the same rigmarole again to get permission to land at the airport. After four hours and no food we were ready to go again.

Up to FL100 again we neared the FIR expecting any second to be cleared on to the Bosnian controller, but no, this unfortunately was the time for the radio to go blank; my fingers worked overtime on the switches, expecting any minute to be fired upon, but once we regained contact we discovered all. The airspace over Bosnia is controlled from Croatia and they welcome all comers, it is only when you go below FL100 that you are in Bosnia proper.

The MSA at Serajavo is 8,000ft due to the high terrain surrounding the town. The standard approach is by an initial fix at a VOR to the East at this altitude and



sort of cork screw down to intercept the localiser; in the event we became visual before the VOR and cork screwed down to the two mile long run way underneath us. I don't think they get many light aircraft visitors, there were a few NATO aircraft and everybody was very friendly,

The town itself has been largely rebuilt. The EU has pumped 19 billion euros into the place and the opposing sides seem to have been too preoccupied with spending this money to bother fighting each other.

After visiting and completing the touristic requisite of getting our photos taken at the spot where Serbian patriot Gavrilo Princip assassinated the Austro-Hungarian heir to the throne Franz Ferdinand and started First World War. Later, we headed back to the airport and filed for Zagreb where we spent the night.

As we both had to be back to work on Wednesday on our last day we were set to cover the 1,000 miles back to Glasgow. Leaving Zagreb we climbed up to FL100 across the Alps at Graz over Lintz again and on to our first fuel stop which we had picked on Karlov Vary in the western Czech Republic. I had heard it was a place well worth visiting and certainly the staff at the airport proved exceptionally helpful, unfortunately the airport is on top of a hill 2,000 ft high and with an occluded front moving in we were lucky to land right on our minimum of 350 feet for the L/DME approach. After lunch it was back up in to the frontal cloud but after an hour we were into much clearer air.

Our problem now was CBs. Frankfurt ATIS was giving heavy rain and 2,000 metres and we could see the build up over the city. However the main base was about 3,000 ft with plenty of clear either side of the CBs. Our plan was to remain on our IFR flight plan but prepare at short notice to cancel and go VFR. This involved a lot of extra work as we had to monitor our position on VFR charts all the time.

It worked well enough to Rotterdam where the CBs dried out. The airport was

pleasantly quiet but we soon realised why when we had to pay €100 for handling and loading charges and €1.70 a litre for fuel!

To avoid time messing about with Eurocontrol's computer we left Rotterdam VFR direct for Ottringham. Once access the FIR Anglia Radar gave us an excellent service and three-and-a-half hours after departure and 10 flying hours since breakfast we were back on the ground at Glasgow.



Sarajevo, welcomes GA but seek permission first!

Mode S is Nearly History

Continued from **Page 3**

airspace areas. Airspace management and organisation will become more flexible and dynamic.

The main operational changes will improve performance as follows:

Capacity:

- enhanced conflict prediction and trajectory planning with air-ground collaboration supported by data link communications
- integrated arrival and departure management
- enhanced ATFM procedures and initial capacity management
- improved airport surface movement ground control and planning.

Associated changes to the ground infrastructure will comprise:

ATM Systems:

- Flight Data Processing System (FDPS) / Collision Warning System (CWS) replacements for free route sectors and FDPS upgrades for other sectors.

Communications:

- ATN data communications at some major airports and High complexity ACCs
- extension of mobile sub-networks in the communication infrastructure.

Navigation:

- growing use of GNSS
- progressive rationalisation of ground navigation infrastructure.

Surveillance:

- introduction of enhanced ground surveillance systems at major airports
- introduction of ADS-Contract (ADS-C) and ADS-Broadcast (ADS-B).

The avionics requirements, not necessarily for all users and all airspace, will be:

- ATN
- mobile subnetwork(s)
- enhanced Flight-Management System (FMS) capabilities and new HMI
- RNAV RNP1 or better (optional)

- ASAS avionics (optional)
- ADS-C (optional)
- ADS-B (optional)
- ground surveillance support system capabilities.

These changes are aimed at providing potential capacity increases in the region of 20 to 40% in addition to those in Step 1, and a further fuel burn reduction of around 2 to 3 %. Target levels of safety will also be enhanced. It might be possible to utilise some of the capacity increase to reduce the number of ATM units. Further benefits should accrue from the modernisation of the ground infrastructure and the decommissioning of a number of older systems.

Step 3 (2010 to 2015 and beyond)

The third period will be marked by full adoption of the target concept. The main thrust will be:

- the re-distribution of tasks between the human and the machine and, where applicable, between the air and the ground, to improve levels of productivity
- implementation of co-operative ATM through integrated air/ground data communications and surveillance, including airborne situational awareness, in a number of ACCs/UACs, major airports and TMAs, supported by a significant number of suitably equipped aircraft
- optimisation of procedures, processes and assistance tool algorithms based on the availability of more accurate data and other technical improvements.

Specific advances will relate to the increasing use of computer support tools, both on the ground and in the air, more integrated systems and planning, and continuing improvements in information management. Flights will be managed gate-to-gate and airspace will be regarded as a continuum for planning and management purposes, with few restrictions. The majority of flights will be able to fly fuel-

efficient routes, and it will be possible to apply autonomous separation in the appropriate airspace areas.

The main operational improvements will be:

Efficiency and Flexibility:

- collaborative planning involving all European airspace;
- gate-to-gate planning and conduct of flights;
- introduction of autonomous aircraft operations.

Ground system changes will comprise:

ATM Systems:

- optimised 4D ATM tools;
- the implementation of multi-sector planning.

Communications:

- fully integrated common ground and mobile ATN based data communication infrastructure;
- ATN applications enabling 4D ATM.

Navigation:

- RNP1 RNAV MASP or better;
- further rationalisation of ground navigation infrastructure.

The avionics requirements, not necessarily for all users and all airspace, will be:

- 4D trajectory exchange/negotiation capability;
- ASAS.

These changes are aimed at providing the potential for additional capacity gains in the region of 20 to 40% in addition to those in Step 2, and the foundations for further capacity increases in line with traffic growth beyond 2015. Deviations from the user-preferred flight profile due to ATM should be reduced to their minimum level, and intervention by exception will be the norm. (Does this mean that we can file a flight plan and expect to follow that route?) The limitations on any future improvements will then be environmental factors and runway saturation.



Desirable Destinations 2 Prague-Vodochody

By Charles Strasser



Prague is arguably, not only in my opinion, the most beautiful city in Europe. Its charming mixture of architecture, its cultural facilities, its excellent food and the best Czech beer, now attract an ever-increasing number of tourists.

On the 1st of May this year, the Czech Republic became a full member of the European Union. However, for at least two years it will not be able to sign the Schengen Agreement. This means that prices are likely to increase to the level of other EU countries, but to enter the country you still have to land at an airfield where Immigration control is available. Also they continue to use their own currency of the Czech crown (Koruna). This presently is £1 = 45 Czech crowns and 1 Euro = 32 Czech crowns.

Since the “velvet” revolution in 1990, I have flown to different airfields in what was then Czechoslovakia, many times. As far as Prague is concerned I have always used the main airport of Prague-Ruzyně. It has become expensive, so I looked for an alternative with instrument facilities. Through searching on the Internet, I found and have now used, Prague-Vodochody (LKVO). As a result, I can highly recommend it.

Being a factory airfield - they make the Czech jet trainer/fighter Aero L159 (www.aero.cz), - they are open for factory hours. However, on request, they are willing to stay open for you outside these hours at reasonable charges. Last time I had to be in Prague on a Sunday, a day on which they are normally closed. An email request was immediately confirmed. They would arrange the opening of the airfield and arrange for an immigration officer to attend, providing I let them know my ETA, my wingspan and agreed to pay the extra 50 Euros. When I arrived in my Seneca II N37US from Germany, they had on duty a radar air controller who gave me vectors to the airfield (in fact I joined the ILS), the manager Mr Ludek Crha, the immigration official and four strong men to push my plane into a hangar (that is why they wanted the wingspan). In the

event, the allocated hangar had opening just inches too small and I left the aircraft parked outside on the grass.

The airfield is very security conscious and outside parking is very safe. The whole procedure took less than 20 minutes and then Mr Crha dropped us off at our hotel in the centre of town for a very nominal amount. He even showed us round part of the factory when we returned on our way back. For the departure we took a taxi from our hotel to the airport reception and this cost 25 Euros. As I always file my flight plans, even for the return, at my base airport of Jersey and get the weather on my computer, I did not need their offer for these services. We took off about half an hour after arrival at the airport. Marketa Piskulova emailed me the current pricing schedule and this is attached below. She or Mr Crha offered to provide any further information if required. Their email addresses are: marketa.piskulova@aero.cz and ludek.crha@aero.cz.

About half way between Vodochody and the centre of Prague is a huge three star hotel owned by a friend of mine, Jan Horal, it is the Hotel Duo, Teplicka 17, C19000 Praha. His email address is: horal_jan@hotelduo.cz and if you mention you are a pilot, he will give you an air crew discount on their already moderate prices. The same applies to their sister hotels in Cesky Krumlov - Look up www.hotelduo.cz.

Have a good trip!



Dear Mr. Charles Strasser,
Thank you for using of our airport and continued interest. We are glad you are satisfied with our provide service and your idea to put some contact to UK aviation press.

You have already used our airport so you are informed about most of it and that it's why I will write just a few facts.

Vodochody (LKVO) is as a part of AERO Vodochody a.s. factory practice as a Private International Airfield. We are able to provide all of the standard services and on the based of previous contact some anther request (such as accommodation, catering, transport to the hotel and so on.) if it is possible.

Conditions of the Vodochody airport

Traffic permit.: IFR/VFR
Runway: 2,400 x 45m
Surface: Asphalt
Open hours: M-F: 06:00Z - 16:00Z
(other time on the based of the previous contact and agreement).

Price of the standard service (shown in table below). Thank you for your interest and continued cooperation.

Best regards and wish of clear sky.

Markéta Piškulová
Contract&Pricing, L-39
AERO Vodochody
Tel: +420 255 773 105
Fax: +420 255 763 215

Service	Price / CZK	Price / EUR	Units
Landing charge	250,00	8,00	ton
Navigation charge	310,00	10,00	ton
Parking in hangar	470,00	15,00	day
Parking in area	250,00	8,00	day
Check in/ check out	310,00	10,00	person
Supply FPL & meteo info	160,00	5,00	charge
Opening of AD (Sunday & Sunday etc.)	1 570,00	50,00	hour
Handling	300,00	10,00	charge
Fuel	50,00	1,50	litre

DIY Deutsches Lärmzeugnis

Continued from Page 6

EAD site: www.ead.eurocontrol.int. It is about 7MB.

GEN 4.1 is a document of typical German thoroughness, and covers not just landing fees for C150 to B747, but also details such as airship mooring fees, which naturally depend on the length of one's airship. For example, Karlsruhe/Baden-Baden has the following three levels for a typical 1.4 to 2 tonne PPL/IR aircraft: €14.10, €20.40, €30.33, depending on demonstrable documentation of noise level. Düsseldorf – of which there was an enquiry on the forum that led to this article – charge €17.00 or €34.00 per movement for a 1.2 to 2 tonne aircraft, depending on noise level. If the aircraft is outside ICAO noise limits the charge goes up to €85 per movement. Being outside ICAO limits isn't very likely, but that's probably what is charged without any evidence of noise certification. You can see having the right documentation can make a difference.

In the absence of a German noise certificate, the good news is the German authorities publish the listing online. If you go to the Luftfahrt-Bundesamt site, you can find the list of documents available at

<http://www.lba.de/englisch/technical/noisedata/noisedata.htm>.

Download the list relevant to you – probably list four for most *Instrument Pilot* readers, and find your exact type, engine, and prop combination. Here you'll see the ICAO Annex 16 limit for your aircraft, and the actual measured noise level, and whether the measurement was according to Chapter 6 or Chapter 10.

Erhöhter Schallschutz

If you're lucky, you'll see the phrase "Erhöhter Schallschutz". This means you have in the eyes of the German authorities a quiet aircraft, and will qualify for the lowest fee per tonne. If not, you'll still be able to work out how much your aircraft is below the ICAO Annex 16 limit. I've generally found the ops offices in Germany to be well informed about all this, and if you tell them that your aircraft is Xdba below ICAO Annex 16 when measured according to Chapter Z, they'll at least work out the right landing fee for you. It may well be that you still will pay the lowest level of fees.

As an aside, I'm informed that "Erhöhter Schallschutz" means also that the aircraft is exempted from the operation limitations in the "Lärmschutz-Verordnung (Airfield

Noise Protection Order) of 5 January 1999". In other words you can do circuits on Sunday afternoon and so on.

Politeness and Tact

For the last few years, I've been carrying a few copies of the appropriate page and marked my aircraft with a highlighter pen. When paying my fees, I offer to leave a copy for the records in operations. Usually I find my details get logged on a computer system, and there's no need for any further conversation when I go back another time.

Now, here's the most important point of the whole article. All of this may sound fair and reasonable, but none of this is "official". Getting a reduced fee, if applicable, is dependent on the discretion of whoever is working operations that day. In this respect, every German airport I've flown to has been incredibly reasonable and understanding. Please, though, for all of us, use a good dose of politeness and tact – and perhaps report back any issues through the PPL/IR Europe forum. Likewise, whilst I've shared my best understanding of the situation, I'm not an expert. Please forgive any errors, and perhaps also report back through the forum.

Happy landings!



CAA Safety Evenings

Please note the following programme of GA Safety Evenings for the coming season. These are open to all, no matter which organisation may be hosting the event (although the military venues probably require prior notification of visitors), and we encourage everyone involved with general aviation to attend and actively participate. The evenings commence at 7.30 pm unless otherwise stated, and include guest speakers from other parts of the CAA as well as my own presentations. We aim to finish around 10.15 pm with a raffle of prizes donated by kind sponsors.

The list shows venues that have been positively confirmed for the season. There should be more to add as the winter draws on, and an updated list will appear on the CAA web site www.caa.co.uk, through 'safety', 'general aviation' and 'information'.

Date	Area/airfield Location	Organiser	Phone
22/11/2004	Compton Abbas Clubhouse	Clive Hughes	01747 811767
23/11/2004	Lands End Clubhouse	Sheila Trickey	01736 788771
24/11/2004	Kemble BCT Aviation	Andrea Woodhead	01285 771015
25/11/2004	Derby	Martin Jones	01283 733803
29/11/2004	Southampton Passenger terminal	Mark Gibb	023 8062 7376
01/12/2004	Brize Norton	Flt Lt Jez Lewry	01993 896133
06/12/2004	Wyton	Neville Parton	01480 52451 x8999
07/12/2004	Norwich Airport Terminal	Peter Harris	01603 410866
10/01/2005	Lydd Restaurant	Roy Panniers	01797 320734
11/01/2005	Stapleford Restaurant	Penny Hodges	01708 688380
13/01/2005	Fenland Restaurant	Lee Haunch	01406 540461
18/01/2005	Belfast Civil Service Club, Stormont	Ken Crompton	02891 813327
19/01/2005	Eglington Aerodrome terminal	Robert Forbes	02871382310
27/01/2005	Netherthorpe Restaurant	Bruce Evans	01909 532413
07/02/2005	Isle of Man Airport Terminal	Rob Marshall	01624 821604
10/02/2005	Enstone Flying Club Lounge	Paul Fowler	01608 678204
02/03/2005	Perth, Stormont Hall, Perth Airport	Roger Young	01738 553357
03/03/2005	Newcastle Aero Club Lounge	John Corlett	0191 2861321
08/03/2005	Sleep	Craig Padfield	01939 232882
09/03/2005	Swansea Gower Flying Club	David Jones	01792 204063
10/03/2005	Bristol & Wessex Flying Club	Denis Skidmore	01275 472514



They are spending YOUR money on... Arghhh - Galileo

By David Bruford

Am I alone in my knowledge of the navigation system sponsored by the US Department of Defense GPS? Do the pilots that fly their aircraft with those cute little moving map displays think that the boxes are just really cleverly working out where they are or just plain lucky? Well. I'm going to stick my neck out and guess that not just pilots, but boat, car and lorry drivers and even walkers know that the information displayed to them via their 'Sat Nav' is dependent upon satellites. They may not know that they are controlled by the US DoD but they know that they work and exist. Russia and Japan also have, similar albeit more limited systems, and they exist. Bear that in mind as you read on because some people don't seem to understand the enormity and utilisation of the present GPS system and how happy everyone is with it.

To remind those that are not familiar with Galileo, its project undertaking is stated as: Galileo's mission is to provide users with a state-of-the-art high accuracy global positioning and timing capability. This global capability will be designed to meet the needs of a wide range of applications in multi-modal transport domains.

Mission Requirements

Eurocontrol has issued the Initial Aviation Community Feedback on the GALILEO Mission Requirements Document (MRD) v5.3.

So, a quick glance through this document reveals: "The aviation community generally accepts that Galileo can offer enormous potential to support the extension of GNSS applications in aviation. It would provide an essential component of GNSS when the feasibility of "Sole Service GNSS", which could allow the rationalisation of the existing ground navigation infrastructure, is considered. It is, however, generally agreed that further work is required to investigate how best to use the available GNSS components in all phases of flight and to what degree the "sole service concept" can be applied in each phase. Moreover the cost-benefit that can be derived from the enhanced navigation capability and the rationalisation of the navigation infrastructure must be established."

I have two problems here. Firstly, that Galileo would be a "Sole Service GNSS"

which infers that any aircraft operating in Europe would be required to receive only Galileo signals and have navigation equipment to work on that basis without any backup. The original concept was, logically, that there must be some backup for GPS and that this would be DME (although LORAN-C came a close and logical alternative). Secondly; I can understand that there would be phenomenal savings on ground based equipment, they could get rid of it all except for a few ground-based augmentation systems, but surely, what can be cheaper for aircraft than to receive the free US GPS signals? How can Galileo offer cost-benefits against that?

Political

This reinforces the view that the main reason for Galileo is political. In other words, can Europe afford to rely on what is, after all, a foreign power for its entire navigation infrastructure? Would it not leave the US with an advantage, which it cannot be trusted with in the long term? Nobody dares say that out loud, of course, but maybe it's time to call a spade a spade.

It goes on... "While GPS continues to be provided free of charge to aviation users, an equivalent level of service would be expected from Galileo on similar terms. Where improved accuracy, integrity, continuity and availability are provided, and a safety or operational benefit is derived, any charging mechanism should take account of the methodology developed by the Eurocontrol Enlarged Committee for Route Charges."

So, if you've been following the furore generated by the SES Route Charge proposals I think it is safe to say that some of this charge will relate to the run-away budget proposal that will be Galileo. Bear in mind that the route charging will affect VFR and IFR, Microlight and Jumbo; if it has Galileo's costs embedded it will be charging those who wouldn't want to use electronic navigation or are happy to just use the US GPS.

"An important aspect that hinders the provision of detailed comments on the Galileo MRD is the fact that for aviation, it is unlikely that Galileo will be used as the only source for navigation. Galileo is expected to be used in conjunction with

other GNSS components, such as GPS, and with non-GNSS (at least on-board aircraft) navigation sources. Studies into how the various navigation sources will support each other are still ongoing. It is therefore difficult in this phase to judge the appropriateness of Galileo specific requirements."

OK. They now acknowledge that other systems exist.

Right. If the proposal is for Galileo to be a 'sole service' why would a study be required into support from 'various navigation sources' when there won't be any?

Encryption

"The stakeholders' feedback also shows significant disquiet with respect to the encryption of Galileo signals. Current applications using GPS do not require any encryption. A number of stakeholders have expressed serious reservations that encryption will reduce availability significantly with no appreciable gains in any other areas. Moreover, the use of encryption would be contrary to long-established aviation practice with respect to the use of navigation aids."

Encryption! With the signals encrypted they simply make it a legal requirement to have a Galileo receiver and then sell you a licence for an encryption key. It simply and effectively amounts to a stealth tax.

You may be interested about this so-called feedback's source. In a covering letter, I read: Earlier this year Eurocontrol has, in its role as focal point for aviation GNSS requirements, managed the consultation of the aviation community regarding the Galileo Mission Requirements Document (MRD) Version 5.3. The resulting material, after having been issued to the members of the ATM/CNS Consultancy Group (ACG) for their views, was provided to the Galileo Joint Undertaking (GJU) on 16 April 2004. The title of the document was "Initial aviation community feedback on MRD v5.3", as the feedback from the aviation stakeholders had concluded that there had been insufficient time for a consolidated review and commenting.

So, Eurocontrol set up a Galileo group to offer feedback on Galileo and then gave them too little time to respond. Still, any criticism was unlikely to be harsh anyway.

Regulation of Foreign Aircraft

By Jim Thorpe

EASA have been considering the degree to which it should be involved in the regulation of a range of aviation activities. Some time ago they put out a consultation document and recently published their response to this consultation. The summary that follows is not a racy read but it does indicate the kind of regulation which is likely to emerge. The hot topics from the PPL/IR perspective are the regulation of aircraft registered in Non EEU countries and whether instrument flight will be subject to some additional or different certification. This note will ignore several other matters which are covered such as fractional ownership and regulation of non-pilot crew.

EASA Standards

EASA expresses its standards in terms of essential requirements. It tries hard to distinguish between these and implementation means which, at least in theory, allows for a range of means of compliance. It also has an eye to consistency with ICAO standards where possible. It is probably worth quoting almost verbatim their view on non-commercial third country aircraft more or less permanently based in community territory.

‘Such aircraft will be subject to the same rules as EU registered aircraft through an appropriate adjustment of Article 4 of the EASA regulation. It also considers it necessary to set up a legal basis to impose on third country aircraft operational requirements related to the use of European airspace. However such powers should be limited only to this objective and not aim at regulating at community level subjects already covered by ICAO standards.’

It seems to me insupportable in the present security climate for N registered aircraft to be based in Europe owned through anonymous US trusts such that not even the FAA knows where they are located and who the ultimate owners are. Of course the devil will be in the detail but some degree of control is obviously going to pass to EASA. It will be interesting to see how they propose to discover where these aircraft are and who owns them!

EASA also considers its role in flight crew licensing. They propose a JAR qualification less demanding than the PPL applicable to simple light aircraft. As regards air operations they propose that all activities including non commercial activities be covered by the

essential requirements but propose to exclude certain types of aircraft, possibly those covered by Annex 2 (typically PFA types, ex military types microlights etc.)

Non-Governmental Certification?

There is an interesting (or to be more accurate less boring) section on how essential requirements could be implemented. It would appear that some sort of certification process might be accepted, even self certification or certification by non governmental bodies. It may be very unlikely but it is not inconceivable that PPL/IR Europe could be authorised to certify competences for private instrument flight.

It is sometimes quite difficult to envisage how the very general statements in this sort of document might translate into detail as it will affect us. One obscure paragraph (Air operations 65) says that:

‘All commercial activity other than commercial air transport shall be subject to a certification process based on JAR Ops 0 and JAR Ops 4. These certificates shall be issued at national level except for foreign operators who will be subject to agency oversight.’ This may well be irrelevant to us and cover flying schools and corporate flight departments.

However there has in the past been discussion as to whether all instrument flight should be subject to an operations manual. At the time we questioned this we were told that JAR Ops 0 was theoretical and would never be implemented. Even at the time this was not a wholly convincing response.

Private instrument flight sits very uncomfortably at the interface of clearly recreational and clearly commercial operations. It is not inconceivable that some sort of additional certification or qualification which affected us might creep in. I make no claim to be an expert in this area but as best I can discern it, EASA seem to have no wish to directly regulate private light aircraft and are open at least to consider various forms of self-regulation. On the other hand they seem determined to control any complex aircraft, which is either based in Europe or uses European airspace. Our activity and our aircraft do not fit neatly into their plan and while there is no evidence of ill intent we will need as ever to be vigilant and fight our corner if we are not to be severely restricted by the detailed rules which emerge.



Arghhh - Galileo
Continued from Page 12



If you are incensed by any of this, you have missed an opportunity to air your views. The report states that ‘The feedback should be provided on behalf of the organisations/administrations rather than from individuals. The distribution list for the Airspace and Navigation Team (ANT) is used for this purpose’. In order to meet Galileo Joint Undertaking timescales for updating the Galileo Mission Requirement Document but also to allow sufficient time for review of the documentation, the deadline for comments (on both v6.0 of the MRD and the associated draft positions developed by the Navigation Domain) was set at 12 November 2004.

Consultation?

If you have access to an organisation that is on the ANT distribution list I suggest that you ask some searching questions. However, since it is unlikely that any readers will be in this position, the deadline was irrelevant. Limiting respondents to a pre-approved list makes a charade of the “consultation” process that contributes to the view that some EU institutions are autocratic demons beyond the control of the public and their masters.

If you would like to read an unbiased article explaining the history of Galileo go to http://www.ucis.pitt.edu/cwes/papers/poli_series/Politics_of_Galileo.pdf. This was written in April 2001 by the US University of Pittsburgh European Union Center and nothing much has changed save for the fact that industry and private investors are only likely to contribute just 1% of the cost and the cost estimates have since doubled.





By

Jeppe Sørensen

New EU Commissioner for Transport

The EU Website says: "On 12 August, José Manuel Barroso, President-designate of the European Commission presented the 24 nominee Commissioners. The new Commission will take office on 1st November after Parliament approval."

In the clear light of hindsight this should not have been taken for granted.

One appointment that has not changed is that the new Commissioner for Transport is the 67 year old Frenchman Jacques Barrot.



Jacques Barrot, new EU Commissioner for Transport

A barrister of profession, he has worked his way through the political circles during the last 30 years. His CV bares no trace of issues related to Transport but is it a prerequisite or is it just prejudice that the person in charge should have a background in the subject he or she is going to lead?

Some of the best politicians have lacked specific professional skills in the matter concerned, but have managed to pick up the issues and act on a general understanding of the needs and interest of the parties involved.

Indeed what we need from a General Aviation perspective is not a technocrat, but more of a person with the ability to explain what is going on and what are the plans for the future. A politician that listens to all parties involved - not just the heavy industry and the top bureaucrats. New regulations are not the way forward but implementing the planned regulations in a fair and reasonable way and by adjusting rules and regulations to make room for all parties affected.

Transparency in the regulatory process is also more important than new regulations - who are the politicians, bureaucrats and technocrats responsible for what EASA and Eurocontrol is doing? Who is accountable? And how can we get involved rather

than being run over by the heavy train of bureaucracy when it next calls at our station?

Well - I was just day dreaming - most likely Mr. Barrot will say what the bureaucrats of the Transport Directorate propose and he may not understand the situation in aviation.

OK - back to reality.

European Aeronautical Information Service

The Aeronautical Information Service collaboration under Eurocontrol is an impressive collection of information related to planning and performing flight operations.

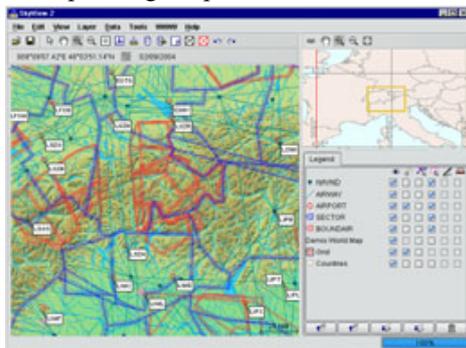
If you visit their Web-site you will see progress in most of the pieces of information that you need in order to plan and execute a flight.

The complete European AIP - eAIP - is still under development, but it seems to have set off a competition amongst most nations to make their AIP available on the Internet.

A new version of SkyView 2 has been released recently that included a number of improvements:

- Query on imported layers
- Connect to OpenGIS Web Map Service servers and display a multitude of back-drop maps
- SVG output enhancements
- Legend symbology enhancements for area layers
- AIM Data portal prototype
- Terrain data display (DTED).

Terrain display is a nice feature especially for low-landers like me, living in a country where the highest point is about 400 feet except for the occasional radio mast of 1000 feet. The topographical map really prepares your mind for the advent of high ground when planning a trip.



SkyView 2

SkyView 2 requires a potent computer and it is not exactly user friendly. If you compare to the commercial counterpart from Jeppesen, SkyView 2 lacks some functionality. The most difficult task when planning a route is in fact finding your way through the airway system. Ideally you could enter a departure airport, a destination airport, a maximum altitude and a preferred altitude and then hit the "Compute a route" button. I have looked, but not found such functionality. With the airway database as part the application it should be "easy" to program such a function and that would make SkyView 2 what the IT business calls a "Killer Application".

Mode S Exemption Coordination Cell (ECC) is working

An Exemption Coordination Cell (ECC) has been set up under EuroControl. If you fly a category of aircraft that would normally require Enhanced Mode S (Max take-off mass greater than 5,700 kg or max cruising true airspeed over 250 Kts), it is possible to apply for an exemption to use Elementary Mode S only.

The system is working and if you have a valid reason for not being able to comply with Enhanced Mode S requirements then you can apply for exemption by snail-mail, fax or e-mail.

The number of aircraft types falling into this category is uncertain - it depends on the way the "max cruising true airspeed" is interpreted. But some GA aircraft like the Piper Meridian may be in this exclusive group.

More information about the exemption criteria and registration process can be found at http://www.eurocontrol.int/mode_s/Mode%20S%20EEC/mode_s_exemption_coordination_ce.htm.



Piper Meridian

Mode S - rethinking the concept and the approach

Many people have been opposing the thought of Mode S. If you have not been involved and been presented with a viable business case, it is a common reaction to think that it will never be implemented.

Most people have an egoistic approach and think: "Why do I have to pay a huge sum of money to replace my working transponder in order to comply with the Mode S requirement – and I don't get any benefit". Well the last part is not true, but the benefit is not as visible as when the aircraft owner installs a new gadget like a lightning detection system.

In America a lot of Mode S transponders are installed because of the additional visible benefit of the TIS - Traffic Information System. This is the carrot method. Carrot and stick usually works but stick alone is in general not a good idea.

With Mode S approaching soon you might think that the game is over. This might be true, but there is still room for changes like allowing occasional outside visitors into the Mode S area without Mode S transponders for a longer transition period. Does the business case for Enhanced Mode S really hold water and does the concept of all flying devices (gliders, balloons, etc.) having to carry a Mode S transponder really help solve the problem with shortage of Squawk codes in heavy traffic terminal areas ?

The game is not over in the sense that the approach to the rule making based on an autocratic approach will lead to the same situation and have to be opposed.

The Mode S program could have been acceptable to a broader range of the aviation community if organisations representing GA like PPL/IR Europe had had their point of view represented in the planning phase.

As it stands Eurocontrol and the ATC community are about the only ones in favour of Mode S.

You are being watched – from below

A lot of people think they are being watched from above. This may be from heavenly observers or just satellites, but when commanding any aircraft you are also being watched from the ground and your track is stored in a huge database for post flight analysis of various kinds.

One recent study presented to the Eurocontrol Navigation Application Subgroup evaluates the B-RNAV concept. The track records have been applied to estimate the track keeping accuracy of aircraft flying B-RNAV. For straight legs the accuracy is 10 to 50 meters - quite impressive.

Similar studies show that RNAV based on GPS is very accurate – much more accurate than other means of navigation. The difference in tracks on terminal area procedures for example can be attributed to differences in autopilots rather than the navigation equipment.



One for the instrument pilots!



From the pages of the UK CAA's excellent General Aviation Safety Information Leaflet comes a very interesting report: "Although we have no official confirmation, we are reliably informed that one of the modern generation of light aeroplanes (foreign-registered) suffered a rather unsettling failure last winter while flying above cloud. The particular aircraft's instrument system is electrically powered, including the attitude and direction indicators as well as the turn co-ordinator. Safety considerations require that there are at least two independent electrical power supplies to the instruments, but as many pilots know, there is always the chance that even independent supplies can fail together, despite the designed safeguards.

This failure appears to have happened to the pilot of the aeroplane involved. A total electrical failure left him without either instruments or radio, and in a situation which required a let down through cloud. Fortunately, in this case, during his instrument training, his instructor had shown him that, in extremis, it is possible to maintain straight flight using only the magnetic compass and the aeroplane's natural stability. Turning onto South (the only direction in which the method works) and trimming for cruise flight, the pilot reduced power and was able to maintain direction by responding to deviations in compass heading indications until he came out of the bottom of the cloud.

The method described has been used several times in the past, but is not often practised. Those of us who are qualified to fly on instruments and who have not been taught the technique might consider practising it in simulated instrument flight conditions with a safety pilot, especially as we believe that the NTSB (the American AAIB) have reported a fatal accident in an aircraft with a similar instrument fit recently which appears to have also involved a total electrical failure."

I've never heard of this procedure but in the unlikely event of a double failure it sounds like a life saver– Ed.



NavBox ProPlan 5

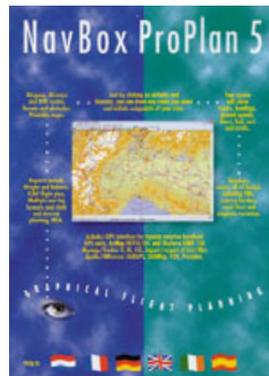
By Alan Toogood

Perhaps I'm just getting old but surely there must be a point when flight planning becomes too easy. It wasn't many years ago that I used to spend about two hours planning for one hour flying but these new fangled computer devices have put an end to that. NavBox ProPlan was always good and extraordinarily good value for money but in its latest development, version 5.2 it has surely reached evolutionary perfection.

To plan a trip involves a click of the mouse pointer on your departure aerodrome and another on your destination. The program draws a line on the map that you can then drag to other points along the route to transit via beacons or waypoints or to avoid some particular airspace. This can take up to a minute.

Next, weight and balance. This involves inserting the pilot, passengers and baggage weights and glancing at a graph to see if the aircraft is within limits. This can take a few seconds. More time then needs to be spent producing the Nav Log which prints out complete with headings, times, costs, route frequencies and RNAV distances and bearings (complete with Morse idents). The time that this takes is dependent on how fast your printer is. You may need to file an ICAO flight plan. A couple of clicks produces an on-screen version for you to check after which you can print it or fax it directly to your chosen unit. If you've got a compatible GPS you can download the route to the unit or if your computer is of a portable type take the whole thing with you as a moving map.

I always plan my flights a few days ahead and on the day of departure load up the saved route, enter the winds and print off the paperwork. Then I spend a while going round various web sites checking NOTAMs, TAFs and METARs. However, with the latest NavBox version and membership of AvBrief, flight planning is the proverbial one-stop-shop. [The interface with AvBrief



requires a current ProPlan database - which really means that a database subscription is needed.]

Selecting the NOTAM & MET pull-down menu brings up the option to view en-route METARs, TAFs, SIGMET, Airfield NOTAMs and FIR NOTAMs. The download is virtually instantaneous and there is even an option to 'decode to plain English'. In the past I've frowned on such options, preferring to delude myself that as an IR rated pilot I should be fluent in being able to decode even the most obscure of codes but once I used the plain English option I saw no point in going back. For example, which is easier: METAR EGFF 130920Z 23007KT 9999 FEW020 SCT040 BKN060 12/09 01002= or METAR EGFF: ISSUED ON THE 13TH AT 09:20 UTC WIND 230 DEGREES, 07 KNOTS. VISIBILITY 10KM OR MORE FEW CLOUDS AT 2000 FEET SCATTERED CLOUD AT 4000 FEET BROKEN CLOUD AT 6000 FEET TEMPERATURE 12, DEW POINT 9 (DEGREES C) QNH = 1002 MB

So, just to test the system I timed the planning of a flight from Exeter to Luton via BCN. Including all possible print outs, weather and NOTAMs took one minute 18 seconds. I had to go to the Met Office web site to get the 5,000 wind so that added 30 seconds. I still flick through the paper approach and en-route charts to double check frequencies and possible approaches but this becomes a leisurely job instead of a rush.

In conclusion, taking into account all the other computerised route planning software available, irrespective of price, NavBox v5.2 must be the best and at £76.50 (Euro 111.40) plus £45 (Euro 65.53) for 12 months of monthly updates. More on <http://www.navbox.nl/> & <http://www.avbrief.co.uk/>



Don't abandon your old handheld GPS!

If you buy, or already have, a copy of NavBox ProPlan v5 it has a new 'Moving Map' option allowing you to connect your old handheld GPS (providing it is configurable to NMEA 0813 2.0 4800 baud) and your laptop (or similar) and you then get a 14/15" moving map cockpit display! I assume that all hand-helds are similar but you can try the Garmin GPS 90 in simulator mode to prove its viability; it's fun at 999 knots. My laptop didn't have a RS232B port so I bought a RS232B to USB converter cable (£20) and it's brilliant.

As far as I know, NavBox ProPlan v5 is the only flight planning software that does this, even Jeppesen FlightStar IFR doesn't, certainly not in version 8.51 anyway.

The only problem is a sufficient power supply for the laptop for anything over a couple of hours but if your laptop manufacturer doesn't do a 12/24V cable you can get 12V/24V to 240V transformer (then plug in your laptop's transformer to get the voltage down again) for around £80. A software company called Route 66 sell a four CD set containing the road systems for the whole of Europe (£40), which also works to the same basis of a moving map display and a full route planner.

If any readers know of any other flight planning software that has this option please let me know and I'll try and get a review copy. - Ed.



Moving map overkill perhaps? With its Tracker this car sports three GPSs!

In-Formation Topics from the forum

Filing Flight Plans using Latest Technology

The following 'conversations' appeared on the PPL/IR Europe members forum.

I've struggled for some time now with how to file flight plans from a Notebook PC with Mobile internet access. You need an easy way of sending a fax from your email and an easy way of creating an FPL on your laptop. A combination I have found that works well is as follows (also applies to a PC with fixed line internet): Firstly, I created an ICAO FPL form in Microsoft Word. All the other ICAO FPL soft forms I've found are pdf based – fine for printing, but hard to save FPLs and organise them unless you have expensive Acrobat software. Secondly, I use Interfax (<http://www.interfax.net>) as an email to fax gateway. This is really neat. You register and prepay in chunks of £10, for a cost of a few pence per page. You login and set up as many of your email accounts to send faxes from as you want. Now, to create an FPL and fax it to 0207 123 4567, you:

- Open the MS Word FPL blank, create FPL and save
- Access the internet from you notebook and go into your email
- Send an email to "00442071234567@fax.tc" with the Word file as an attachment (this is the key part of the Interfax service, any MS Office doc can be faxed just by attaching to an email).

The successful transmission will be acknowledged by Interfax to your email, and you can receive fax replies there. You can also check its progress

through your Login page in the Interfax website.

If someone can tell me how to make the form available, I will post it; otherwise email me: vasa_babic@hotmail.com. If someone has a better solution, please tell. I'm also going to try sending an FPL direct from my BlackBerry as email text in the AFTN transmission format; may be the simplest method of all?

Mobile Internet Access comments: I use a Sony Vaio laptop with built-in Bluetooth for access over GPRS on a Sony Ericsson T630. This is very fast and reliable. I also use a Vodafone 3G Card, which is even faster (and switches to GPRS seamlessly where 3G is not available). If you are using dial-up GSM and a cable from PC-to-phone, I really would advise moving to Bluetooth + GPRS or a 3G card.

Email comments: A service which can be accessed from a web browser (most can) may be better than Outlook, which can slow down or freeze up over a mobile connection. If all else fails, Hotmail works fine.

With fax becoming more and more obsolete, I hope someone close enough to the CAA to be listened to could encourage them to make the filing of flight plans available online. The German DFS website, for example, has the facility of filing a flight plan directly without the need to fax it.

I used to fax the pdf flight plan form from my laptop using a Vodafone GPRS card, but the fax drivers for this card do not exist in Windows 2000 and XP, so I was stuck with ME, which is bad news for other reasons (memory

leakage). I've recently given up a fixed faxed line and replaced it with fax to email from YAC, and so I am investigating the various emails to fax options. However, I also switched from Vodafone to Three (at a considerable monthly saving), and the 3G network does not yet allow fax or data communications. Whilst all the new technology is making life currently more complicated than easier, I think WiFi hotspots is going to be the access of choice for laptop users. Whichever way one connects, the need to use a conventional fax is anything but a nuisance.

Obviously it would be possible to email just the "bare-bone" body of the flight plan, but firstly I have somewhat grown accustomed to the full form, and secondly there is no way telling whether an email has been received. A flight plan filed online, on the other hand, would include a feedback message of whether the submission was successful. I also use the Vodafone 3G card. I've found that you can use an email to Fax gateway to send the text you would get back from the IFPS validator, plus the bottom stuff on the flight plan, without having to format it. Seems to be accepted by LHR or Cambridge without problems. Whilst I haven't filed a flight plan from a palmtop/notebook/phone etc. I too have not used a flight plan form in years. I sent flight plans to LHR using the same format and have never had any problems. I really like the idea of storing flight plans and then editing or just sending them using a WAP phone. This

would not be difficult to do.

Just tried this... testing initially to send it to my own fax number to be sure... didn't work at all...

I've used it successfully many times. For the full description of the service see <http://www.tpc.int/faxbyemail.html> alternatively use the following online form <http://www.tpc.int/sendfax.html>.

I can't figure out from your mail what might have gone wrong.

I sent it to remote.printer.FPU@441234828809.iddd.tpc.int (where 441234828809 is my fax number) and it bounced saying that the email address was not known.

I figured out the problem (entirely my mistake): there should be a hyphen, not a dot, separating remote and printer, i.e. "remote-printer.FPU@xxx" At least when you send a letter in the post, the postman can figure out little stupidities like that! Then again, to go by my experience here, a lot of snail mail never reaches its destination either. Hope the fax system works for you now.

Found the problem. It was the format of the destination email address... using the format you originally provided didn't work. But I then used the format described on the website (remote-printer:firstname_lastname/place@<number>....) and it worked. Your test fax just arrived as well.

For this and numerous other subjects log on to <http://www.pplir.org/pplir/viewforum.php?forum=2&58> – but it's members only.



SUBSCRIPTION INCREASE

Membership fees have not changed since 2001. New challenges now force an increase, as Chairman Paul Draper explains.

The current annual subscription of £30 was decided back in 2000 and came into force in 2001. We have managed without increases since, but it is now time to review.

In these four years there have, of course, been a general increase in the costs of running the organisation (despite committee members giving freely of their time) but we have been able to offset these by savings in other areas. Postage, for instance, has dropped sharply as virtually all members can now be reached by e-mail.

However, other things have changed in the last four years. We have become much more engaged in actively pursuing the interests of our members by attending meetings, conferences and workshops in both London and Brussels. Again, committee members give their time freely to do this, but there are travel and accommodation costs to be paid.

Travel costs

For many years we managed to successfully raise the profile of our organisation without going to too many meetings. Our specialist knowledge of IR matters in General Aviation has now won recognition in many quarters and we increasingly find ourselves invited to meetings at the DfT and CAA in London/Gatwick and Eurocontrol in Brussels.

Our input to these meetings on increasing amounts of proposed legislation is crucial to the interests of our members in making the legislators take note of how their proposals will affect us. But to do all this costs not only time but also money; a single trip to Brussels, one of the most expensive cities in Europe, and usually involving an overnight stay, costs several hundred euros. Increasingly, the centre of control over our flying is shifting to Brussels and other European locations.

We do not make these trips lightly but only when we think it necessary. The article on the Common Charging Scheme elsewhere in this journal does, I hope, illustrate the importance of such events.

2005 subs: £45

In view of all this, the Executive Committee has determined that an increase in next year's subscription to £45 is necessary. In percentage terms, this is of course a whopping hike, but I hope you will accept that it is still only £15 - the equivalent of a few minutes' flying. At the 2000 AGM, members proposed a £15 increase from £15 to £30, so in relative terms, nearly five years on, this is a much smaller increase.

To put it bluntly, the extra £15 you are being asked to spend on having your voice heard in the corridors of power is the cheapest insurance you can possibly buy against being priced, squeezed or forced out of the skies. For make no mistake, that's exactly what will happen unless PPL/IR Europe takes your fight right to the heart of aviation power.

MEMBERSHIP RENEWAL

Membership Secretary Ole Henriksen reminds members that 1st January 2005 is the latest date to renew memberships in order to ensure uninterrupted benefits.

This issue of *Instrument Pilot* has your *personal data record* attached to it. You can use this to renew your membership and also update your data as necessary. Alternatively, you can renew and update online through our web site at www.pplir.org.

We cannot attach data sheets to electronic copies of *Instrument Pilot*, so if you receive *only* that, you will get your data sheet separately through the post.

Who should pay?

Please note that virtually **all** memberships are due for renewal on 1st January, regardless of when you joined. If you joined this year, you will have paid pro rata through to the end of December. The only exceptions are if you joined in December 2004, in which cases you have already paid for 2005, or if you have paid for more than one year at a time which a few members like to do (although we don't encourage it because of the extra admin, especially when the subscription rate changes).

Therefore please check the box next to

"I have already paid for 2005" on your data form. If this box is ticked, you have paid for 2005. All other members are asked to please pay the 2005 subscription no later than 1st January 2005.

How to pay

You can return the data form with the credit card details filled in or cheque attached. Please send only Sterling cheques drawn on UK banks. *Please do not* send cash.

The *very much* preferred renewal method is **on line**. Our membership renewal page is reached by clicking **Membership services** on our home page at www.pplir.org.

Repeat payments

Many members have authorised us to automatically charge their credit card on 1st January, but these authorisations were for £30 and cannot be used after the increase in subs. If you have made such an authorisation, you will be asked to renew it for the new amount.

Database updates

Please keep your membership data up to date. The most important is your address (including e-mail) so we (and other members) know how to contact you. We lose members every year because they forget to tell us about address changes.

However, the other data on the form, such as where you fly from, what you fly, how much you fly etc., is all used in various aspects of our work as well as by other members. The information in the database is used by many members to find and contact other members who share common interests or problems. This important membership benefit relies on everyone keeping their data current.

Membership and Air Crew Cards

New cards will be issued in the middle of January provided you have paid no later than 1st January. Everybody who has sent in a passport photo will receive an *Air Crew ID card*. Without a photo, you will get a membership card.

Ole Henriksen
Membership Secretary
memsec@pplir.org



EXECUTIVE COMMITTEE

Chairman

Paul Draper

15 Crescent Close
Winchester
Hants
UK, SO22 4EX
Tel: +44 1962 85 6000
Fax: +44 1962 85 0775
Email: chairman@pplir.org



Secretary

Nigel Everett

Coombe Cottage
Colway Cross
Bishops Teignton
Teignmouth, Devon
UK, TQ14 9TJ
Tel/Fax: +44 1626 776 199
E-mail: Nigel.Everett@btclick.com



Technical Specialist

Jim Thorpe

The Business Centre
Llangarron
Herefordshire
UK, HR9 6PG
Tel: +44 1989 770757
Fax: +44 1989 770011
E-mail: thorpej@solutions-childcare.co.uk



Deputy Chairman

Roger Dunn

Bow Hill House
Yalding, Maidstone
Kent
UK, ME18 6AJ
Tel: +44 1622 814896
Fax: +44 1622 817115
E-mail: R.Dunn@btinternet.com



Treasurer

Paul Kelly

3 Meadow Close
Sevenoaks
Kent
UK, TN13 3HZ
Tel: +44 1732 452 260
Fax: +44 7092 153274
E-mail: treasurer@pplir.org



Belgium Representative

Dirk DeJonghe

Diksmuidekaai 4
B-8500 Kortrijk
Belgium
Tel: +32 5635 0710
Fax: +32 5635 0780
E-mail: dirk@color-by-dejonghe.com



Honorary President

Peter Herold

Via Morlupo 51
Roma 00191
Italy
Tel: +39 06 333 2998
Fax: +39 06 420 117 66
E-mail: pherold@deloitte.it



Web Site Secretary

Leland Vandervort

7 Stewart Close
Bromham
UK
Tel: +44 1234 826662
Fax: +44 1234 828809
E-mail: leland@taranta.discpro.org



AOPA-France Representative

Rémy Bouin

25 allée de Verdalle
33470 Gujan Mestras
France
Tel: +33 6 82 17 41 71
E-mail: remy.bouin@libertysurf.fr



Editor & Press

Secretary

David Bruford

45 St James Street
Taunton
Somerset
UK, TA1 1JR
Tel: +44 1823 277 188
Fax: +44 1823 256 411
E-mail: editor@pplir.org



Avionics Specialist

Jeppe Sørensen

Helsingvej 48A
DK-2830
Virum
Denmark
Tel: +45 4585 9535
E-mail: jeppe.sorensen@email.dk



Italian Representative

Eugenio Pozzo

Via Mestrina 64/B
Venezia Mestre
30172
Italy
Tel: +39 348 300 6906
Fax: +39 041 810 9917
E-mail: eupozzo@tin.it



Meetings Secretary

Ian Chandler

36 The Westerings
Hockley
Essex
UK, SS5 4NY
Tel: +44 1702 200 353
Fax: +44 1702 354 488
E-mail: meetings@pplir.org



Pilot Training Specialist

Anthony Mollison

Professional Air Training
Building 66
Bournemouth Airport
Dorset, UK, BH23 6SE
Tel: +44 1202 593366
Fax: +44 1202 574020
E-mail: anthonymollison@mcalpietraining.com



GASCo Representative

David Crocker

Mallard House
Hillside Road
Ash Vale, Aldershot
UK, GU12 5BJ
Tel: +44 1252 333 823
Fax: +44 1252 320954
E-mail: dcrocker@eschertech.com



Membership Secretary

Ole Henriksen

Le Clos au Comte, Côté
Guernsey
Channel Islands
GY5 7QG
Tel: +44 1481 25 25 65
Fax: +44 1481 25 25 63
E-mail: memsec@pplir.org



PPL/IR Europe is open to any pilot interested in the operation of light aircraft under IFR in Europe. The annual subscription is GBP45 and more details are available from the Membership Secretary.

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Editor

David Bruford
45 St James Street
Taunton
Somerset
UK, TA1 1JR

Editorial e-mail: editor@pplir.org
Website: <http://www.pplir.org>

Art direction & production

Paul Turner
14 Langworth Close, Wilmington
Kent, UK, DA2 7ET
paul@exec-flight.co.uk

Printing and distribution

Albany House Ltd.
Coleshill, Birmingham, UK

The Real Flying and Feasting Club of Caledonia



THE REAL
FLYING AND FEASTING CLUB
OF CALEDONIA

This is an organisation with a difference. They run several fly-ins in Scotland each year that operate with the following terms and conditions. They state:

- * Our fly-ins will NEVER be cancelled.
- * We take the entire fly-in with us in the Cessna Caravan - barbecue, Marquee, firewood, generator, the lot.
- * Those attending bring their own food and drink.

All we require of the provider of the venue is a warm welcome. The host location does not have to make any preparations at all.

For each fly-in, four destinations will be short-listed. The actual destination will be chosen on the morning of the day after consideration of the weather and all other relevant factors.



Open House at one of the 'planes on Friday afternoon

Socialisation is key. We encourage participation by the local community. Everyone who flies in gets a big name tag to promote socialising.

The main feast will be at lunchtime so people can go home the same day. But we will not pull up stumps until next day so that those who wish to stay overnight can do so - there will be a smaller feast in the evening.



Camp HQ for the Sollas Beach Fly-In

As a result, pilots can put the date of an RFFCC fly-in in their diary with no fear that it will be called off. Organiser Boyd Munro, a PPL/IR since 1971 said. "This links in with PPL/IR Europe very well, because pilots with Instrument capability will almost always be able to get through. I fly a Cessna Caravan and have always been able to reach my destination in Scotland. An aircraft with good instrumentation including a moving-map GPS and an instrument-capable pilot can go almost anywhere on time these days."



Four tons of Cessna Campervan taxiing on the hard dry sand of Sollas Beach Airfield, Friday 27th August 2004

The preparation that goes into these events is somewhat extreme. A write up of a recent fly-in at Sollas Beach Airfield (near Benbecula) that attracted 12 aircraft gave more attention to the firewood than finding the airfield. "This is no ordinary wood - this is **real feasting wood**. It comes from River Red Gums, which have been seasoned by standing, dead, for 50 years in the arid Australian interior. After being carefully chosen and split, it was loaded into a container in Victoria's Mallee region in October 2003 and trucked hundreds of miles to Melbourne. It was then shipped to Felixstowe, arriving on Christmas Eve 2003. It then took to the road again and was finally delivered to Boyd's house in Perthshire in January 2004. On 2nd September 2004 it was flown to Sollas for the Big Beach Barbecue at 8:30pm on Friday 10th September 2004. Absolutely nothing fuels a barbecue like well-matured Australian Red Gum, and this is the best there is - to say nothing of the most-travelled."

More from Boyd. "This fly-in was the brainchild of John Macleod from Stornoway. All who flew in loved not just the flying, not just the feasting, but particularly the warm hospitality of the people of North Uist. They plied us with delicious island produce including langoustine, smoked mackerel, mushrooms, venison, scallops and organic potatoes grown in the machair and fertilised only with seaweed. Several Islanders asked us to land on their crofts, and one even came up from the Isle of Benbecula to ask us to land on the beach in front of his house."



Cessna 182 Retractable at the bottom of the new ramp enabling aircraft to park clear of the high tide

For pilots who are looking for something a bit more exciting than yet another trip to Lands End or Bembridge this quaintly eccentric group may well put the spark back into your flying.

More on www.rffcc.com or by email to flying@rffcc.com where you can register to be told about the next fly-in.



Less than four tons of Piel Emeraude parked on the hard dry sand of Sollas Beach Airfield, Thursday 12th August 2004

